

Correspondence of The N. Y. Tribune.

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"Mr. Soulé is expected," continues the same correspondent, "to stock the beautiful hacienda which he has purchased with negroes. This is currently known, and has excited much distrust in the minds of the native population. Certain traitorous persons have given them an idea that they are themselves to be made slaves. Mr. Soulé coincides with the President in his policy of a severe and rigid confiscation of native property. The system will be extended to the cattle estates of Chontales, and a government survey has been ordered for that country to fix a new set of titles."

...aces," as it was stupidly termed, was in reality a war of extermination deliberately set on foot by

the army, the men seem to have been indoctrinated in close fighting methods. The loose way, more especially the Texas and Border men. In a healthy climate, under good officers, and in an open or woodland country, the Nicaraguan buccaneers must have beaten any army of Central Americans. But here we have described to us a tropical thicket, close and impenetrable from ocean to ocean. Through the thicket footpaths instead of roads; at every second mile a land absolutely the enemy's. In the Continent, the surprise of an enemy was almost invariably a surprise, and the garrisons, especially in small places, alternating between stupor and harassment and apprehension. Food scarce, or of a bad quality, and often two-thirds of the troops in hospital. At one period the movable force reduced to less than

A North-Western Administration editor was in town

CONSULAR APPOINTMENTS—LECOMPTON.

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FROM PHILADELPHIA.

FROM OUR OWN CORRESPONDENT.

upt legal functionaries. One Theodore T. Derringer, a Loco-Foco high in the affections of his party, was indicted before the Quarter Sessions on a charge of issuing fraudulent tavern licenses. This man applied to Chief Justice Lewis, a kindred Loco-foco, for a certiorari to the Supreme Court. The object was clearly seen, known, and understood to be a postponement to state off and evade a trial. Yet the application was granted. Derringer was an important pillar of the Loco-Foco party, and his trial, and must be saved from the infamy of conviction, and the evidence was not only of the slightest sort, but was clear at hand. Well, the case was called up on the other day in the Supreme Court, at the chief witness had disappeared, having gone to Kansas. Resort was then had to his bail-bond, at that also had disappeared, and the man who had become his bail thereupon denied that he had ever become such, and defied the production of his bond. So the whole trial came to a dead stop, and will so stand as long as the moving witness finds it more

An inventory of our House of Refuge shows the number of inmates to be 314—an increase of 70 over last year. In addition, there are 136 colored in-

The 10th section of the act to incorporate the Utica and Schenectady Railroad Company, passed April 29, '31, contains the following clause:

"No property of any description, except the ordinary baggage passengers, shall be transported or carried on said road."

The 10th section of the act to incorporate the Auburn and Syracuse Railroad Company, passed May 1, '34, provides:

"That the said corporation hereby created shall pay the Company a Cash Fund the same toll on all goods and other property transported, except on the said road or ways, except the ordinary baggage, or carriers, in each day of the time of the transportation on the said railroad, or ways, be required to paid to this State on the same kind and description of goods and other property transported, carried and conveyed on the Erie road."

The act to incorporate the Auburn and Rochester Railroad Company, passed May 31, 1836, provides, in section 9, that:

"The corporation hereby created shall not take and transport or haul or property in such a manner as to lessen the income of the Erie road during the time when the Canal is navigable."

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The first general railroad act, passed March 27, 1828, provided that (see Sec. 25),

The success of the Liverpool and Manchester Railroad, in England, soon demonstrated the capacity of railroads to carry freight, as well as passengers, and subsequent to 1830, no railroad with its line parallel to the canals was permitted to carry freights, except with the provision to pay to the State Treasury the same amount of tolls as would have been received if the same goods had been transported upon the canals.

The Attica and Buffalo Railroad was not at first so limited. It was not upon the line of the Erie Canal. Some roads obtained charters by which they are granted the same powers and subjected to the same limitations and limitations as the Attica and Buffalo Road. One of them was The Troy and Montgomery Road. Both the Mohawk and Hud-

An adjournment took place until the 16th of June following, and in the mean time a special election was ordered to fill the vacancies thus made. Of the

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